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ISSUE
144

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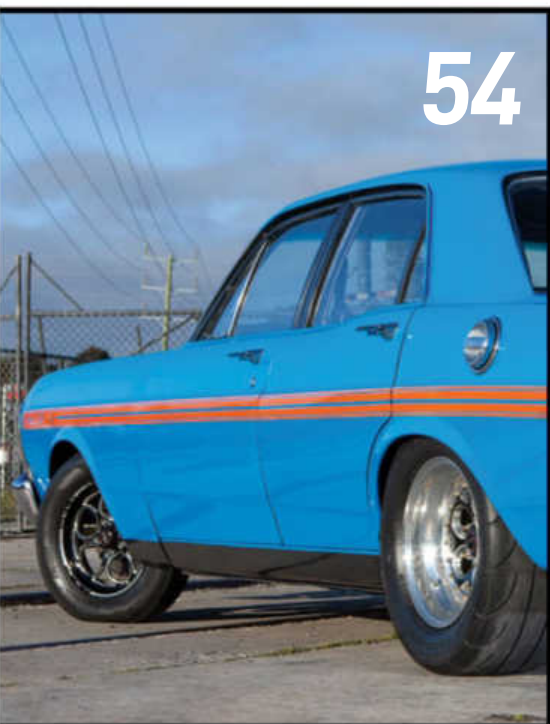
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THE CARS. **THE SCENE.** THE GARAGE!

FOUR SPEED AUTO

I'M TAKING THE LEAP INTO UNCHARTERED WATERS...

Welcome to the latest issue of Street Fords. Every muscle car I've ever owned that was automatic, had a Ford C4 three speed automatic gearbox. The XYGS had a full stock standard version which was perfect behind the very mild 302W up front. My stock 1966 Mustang had one as well which was flawless behind the stock 200ci inline six. I also had one in the XWGT replica, but that C4 wasn't stock. It was the top of the line C4 built by Al's Race Glides in Sydney. It had a 5,000rpm Dominator converter and was fully manualized along with a bunch more modifications. That also worked perfectly behind the 575hp 393ci Cleveland.

A properly built Ford C4 can live in a street/strip environment up to around the 1000hp mark. Beyond that you are starting to look at either a Turbo 400 or Powerglide to swap gears. An option is the Ford C6 three speed automatic. In recent years more and more high performance parts have become available for the Ford C6. I don't know about you but I don't want a GM gearbox in my Ford!

Moving forward to my XY Wild Violence, I definitely need a gearbox that can handle the horsepower. So I hopped online to see if I can find a few more Ford options. The C6 struck me as being a good way to go since the upgraded parts were available. I also found that there were a few big power cars running them in the USA.

Then I got thinking about what it was like to drive the XW with a decent sized converter, 3 gears and 4.11 gears in the 9inch. Around town it was fun, blowing the tyres away etc but then once on long open roads such as the motorways or semi-rural roads, it was a bit of a pain. At around 100km/h it would be sitting on around 3300rpm. Same goes

for the XBGT X Bomb, it has the same setup in that car.

So then I started thinking about an AOD, and automatic overdrive gearbox. I started daydreaming at how great it would be to have 3 speeds around town and at the strip and then an extra gear for the long open road drives...So I started to hunt around for a suitable four speed automatic that could handle the horsepower and torque!

I found a company called LenTech Automatics in Canada that does various stages of high performance four speed autos. Their Strip Terminator 4R70W seems to be the go for my combo as it can handle up to around 1500hp and 1000lbft of torque. With this setup I will be able to cruise at 100km/h at around 1900rpm with 3.89 gears in the rear. I will be chatting to them very soon about one for my XY so stay tuned for more!

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Fords Truly,



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CITY vs COUNTRY

SAM FINDS AN AFFORDABLE WAY TO HAVE A BIG BACKYARD WITH A DOUBLE GARAGE AND OTHER FEATURES BUT STILL WORK AT AN OFFICE IN SYDNEY'S INNER WEST

As I mentioned last issue I had to move house recently. Bloody hell that was an ordeal – three runs with a 3T Pantech, three runs so far with cars on trailers and one more to go (I'll retrieve the broken Formula Libre from Dad's garage in the Christmas break) and a number of extra trips with my box trailer behind Dad's ute – but it's over now and something that I won't have to do for a long time, or possibly ever again.

Last issue I also discussed the expense of living in a place in a metropolitan area that is also large enough to house multiple cars and parts, and for me at least I appear to have come up with a solution that will see me eventually owning something. It's not a new idea though, I got it years ago from watching one of those UK property shows where the people looking to buy a country home for the family still had the breadwinner working in the city and staying in a room or flat in London on weeknights.

Applying the same principal, I've bought myself a very cheap little old house with a reasonably new double garage, a garden shed and a small stable (that I'll convert into a workshop) on a quarter acre block in a historic NSW country town where I can build and modify the cars when I'm not taking one of them to an event, and I now rent just a room off a mate within walking distance of the office in Silverwater to help him pay his increasingly-ridiculous rent.

For me there are a few reasons why this was a good idea. First of all, financially it actually works out cheaper to have a small mortgage, small rent and pay for the LPG to travel between the two compared to just the rent for about 2/3 the space anywhere in Sydney's inner-west or Hills district. Secondly, as I mentioned, I get to own something before I retire.

I also did the math and worked out that (even if I was to still drive every

day, which I don't) I now do fewer kilometres in motorised transport over a normal week than I did back when I started this job and commuted between Silverwater and the Blue Mountains every day. I also deal with substantially less traffic or other delays.

Another factor that influenced the decision was that I do motorsport all over my state so the location where I base my little operation isn't so critical either; I'm travelling a fair distance to each event and staying overnight nearby the night before many of them anyway. That said I'm still within a few hour's drive of half the NSW Hillclimb Championship as well as all of the NSW Supersprint Championship which make up the majority of the events that I do. Another clue I'll give you as to the rural location is that doing some events in Victoria has become more plausible as well.

To describe the place it is essentially what any car enthusiast would want and, apart from its location, roughly the same as what I went looking for the last time I moved; somewhere with ample room for keeping and working on the cars and their parts, with something really basic that still

counts as a house to eat, sleep, shower and do the laundry.

Thanks to a wide driveway the rear-lane access isn't needed because the backyard is already easy to get car trailers in and out of (I actually had room to do 3-point turns with the Pantech). The yard is also almost level and the open area in front of the double garage is currently carpeted; there were temporary carports and the carpet just got left where it was when the vendor moved out. Also, that carpeted area in front of the garage is not really the weirdest thing about this place; certain quirky features of the haphazardly-modified Federation-era house are.

Anyway, that's the new accommodation arrangement I have organised to give myself a more practical place to work on the cars as well as to eventually own something. It also gets me out of the suburbs more regularly which is already making me really happy.

Cheers,

Sam Hollier - DEPUTY EDITOR
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DEADLINES

SOMETIMES I THINK I'M SOFT IN THE BRAIN...



I've been building cars to deadlines for almost 40 years now and it never seems to be any different, there is never enough time and there is always a compromise of some sort to get the job done in the time allocated. Sometimes I think I'm soft in the brain. What do they say "when you do the same thing over & over again and expect a different result" you are going mad. With all the planning and trial fitting that goes into a complete build there are still things that go wrong or don't fit after everything is painted, powder coated and plated.

I am renowned for my lists of jobs to do and parts to get throughout the build that has enabled us to put cars together in very short time frames but to enable us to do this, it requires that everything has been trial fitted and all the components rebuilt and assembled ready to go on the car. Things like brake components, dash assemblies, the steering column and of course engine, transmission, diff assemblies and tail shaft. All the door components like regulators, locks catches and internal door handles all need to be reconditioned and trial fitted before paint, this ensures that things go together smoothly. If you buy replacement parts, especially reproduction parts, trial fit them. We got caught with the rear screen

on Blackmans coupe that was a repo item and hadn't been out of the box only to find it was the wrong curvature and the windscreen guy flatly refused to even try and get it to fit.

When I'm doing the body work, everything is pre-fitted to ensure a good fit. Things like fuel filler cap and ring, all the lights, bumpers and window chrome are trial fitted and adjustments made to get the desired result. Repo door handles and seals don't always fit and I like to have the door rubbers on the car when I am doing alignment before and during the body filler stage. All these things will make the assembly and finished result much more timely and precise. All these things have been learnt through experience over all the builds. When I did the Compact Fairlane it was on a crazy 9 month build schedule and when the door rubbers were put on after paint, the doors wouldn't close onto the second catch. They were repo rubbers from the USA on standard doors and jams but the car never had the nice panel alignment it had before they were fitted. I have found that most repo parts need some form of adjustment to get things working correctly. On the same car, the Ford Motor Company was a sponsor and had supplied the motor and transmission,

everything was fabricated and mocked up prior to paint but we were waiting on the starter motor. During the assembly the starter wouldn't fit, after much research and a fair bit of cursing it was determined that we had a six cylinder gearbox that had been detailed ready for assembly that had to be exchanged for another one. (This was all during the release of the EB V8 so no one had even seen the components before). Not what you're looking for when you only have 9 months to build a show car and go to your day job as well.

Over the years I have missed a lot of family birthdays and Christmas celebrations determined to make deadlines on my own cars and friends that are under the pump to get to a show, as I said at the start I'm sure we are all soft in the head but it's what we do.

Got to go, on another deadline!

"If you always do what you've always done, you'll always get what you've always got." Henry Ford

Good luck
Howard Astill
Astill Design



OVER THE YEARS I HAVE MISSED A LOT OF FAMILY BIRTHDAYS AND CHRISTMAS CELEBRATIONS DETERMINED TO MAKE DEADLINES

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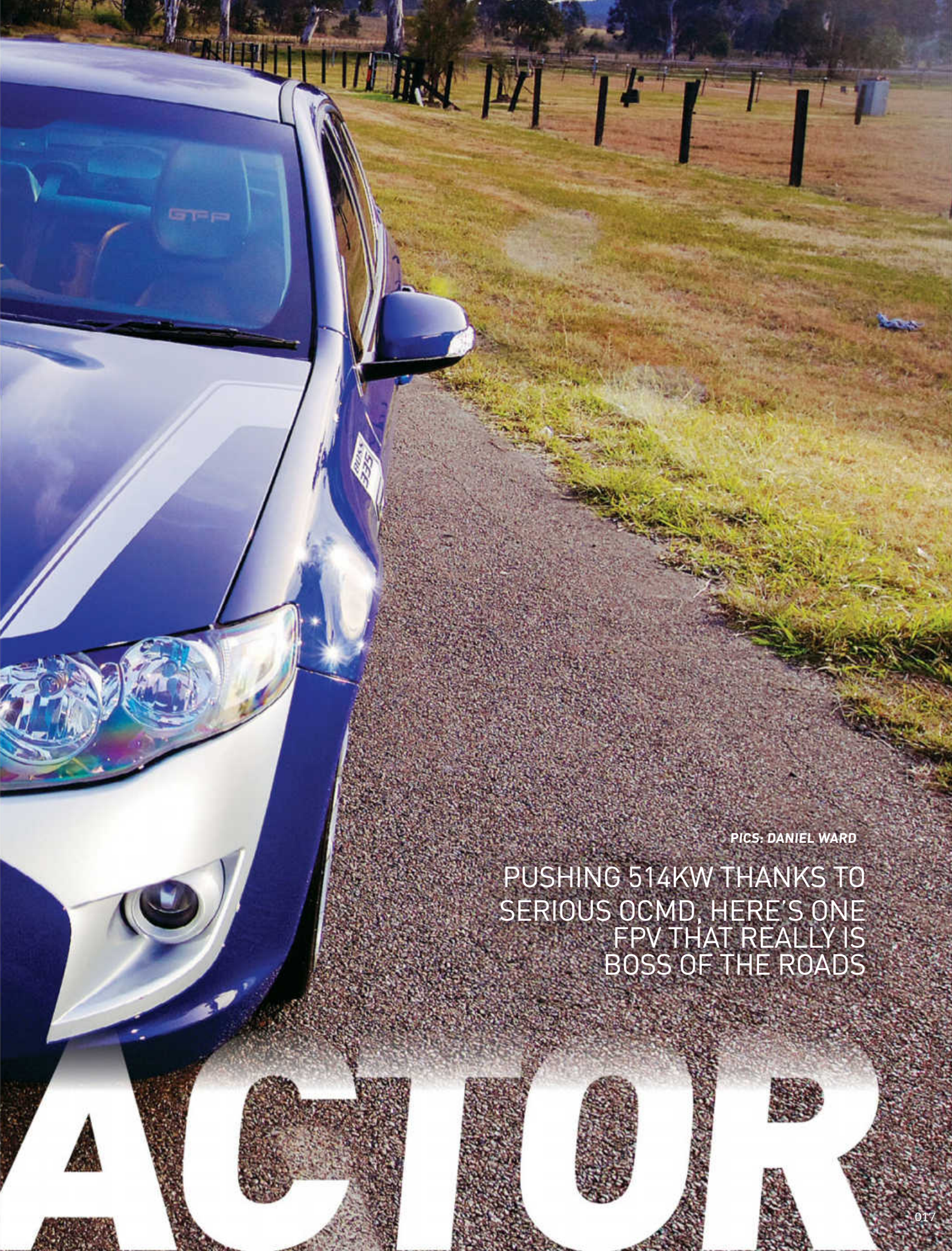
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FPV GT-P



X F



PICS. DANIEL WARD

PUSHING 514KW THANKS TO
SERIOUS OCMD, HERE'S ONE
FPV THAT REALLY IS
BOSS OF THE ROADS

ACTOR

Most people would be happy with a regular FPV GT-P, but as you're about to find out, the owner of this monster, Shane Taylor, is no ordinary Ford owner. Says Shane, "The FG GT-P was first purchased brand new in 2011 special ordered in Sensation Blue with silver stripes. However, Sensation Blue had been advised discontinued at that stage, but a few orders like mine slipped through. It was purchased at Byrne Ford in Kedron and driven straight to Mount Isa where it went into its first car show with just the 1600kms on it. It also had its first race with a Walkinshaw Performance supercharged VE Clubsport, which it easily walked!"

The FG was to be Shane's "sane car" given his other builds, but when Rob Herrod brought in a shipment of K&N air filters, the OCMD kicked in (Obsessive Compulsive Modification Disorder). "The sound of the FPV exhaust system was very 'tinny' inside the car and was not the most pleasant sound after having the BA GT with a full Herrod extractors/cats/cat-back 3in twin, so when David



SHANE SAYS THERE IS MORE LEFT IN THE PULP SET-UP, AND WHO KNOWS HOW MUCH MORE ONCE E85 IS WORKED IN





The heads have been set up with Stage III flow, which is 12% more than Boss 302 heads



Rocsio at KPM Motorsports was looking for volunteers to test his newly developed Streetfighter-branded stainless steel cat-back, I organised a trip home to Adelaide (around 2400km) to have it fitted up. The timing was unfortunately the same weekend that Adelaide's favourite GT owner and my mate Gary Watson (Mr XR GT) was laid to rest."

The next issue was traction. Stalling it up or turning the traction control button off just created instant smoke screens. So, new rims were ordered that could fit some decent rubber under it. Even with the cheap Achilles ATR Sports 275/30s, the car was now able to be stalled up and the traction control button could be used without creating smokescreens worthy of a small country's total pollution. Shane's OCMD had been quenched for a while.

"I made a move back to Adelaide and met up with a few more likeminded FG 5.0 owners. I had run my GT-P on a Dyno Dynamics dyno in Mount Isa on a steamy 38-degree day when it was three months old and it made a healthy 334.9rwkW, but I was interested in what it could make with the SCT X3 Flash Tuner. After the professionalism, I had seen with David, Shane and the rest of the team, I lined up a few cars for the weekend and hit the rollers to see what a tune could make: 382rwkW was the result!

"I was happy, but the dyno showed the limit of the factory injectors, so I had KPM install a set of the Ford Racing 80lb/hr SuperCobrajet injectors I had for my BA GT project and things went great for a few months until I decided to take the car to a KPM organised 'Test & Tune' at Adelaide International Raceway. The first run was a slippery 12.6@119mph with a terrible 2.11 60ft time. It was cold, wet and my first time drag racing (on a prepped strip) for nearly 20 years.

"With the second run I did a much bigger burnout to heat the tyres up and got a 1.8 60ft but hit the trans limiter on the 1-2 shift and the car went into limp home mode... And on the third run my tailshaft ripped itself to bits in the burnout, also damaging the fuel tank cover and the brake line bracket. I had the team at KPM make me a thick-walled tailshaft with 1350 unijoints instead of the CV joints and a much larger F150 centre bearing. First rule of OCMD: if you break something, put in something that won't break again!"

An unfortunate accident saw the front bar, suspension and three Zumbo wheels destroyed. Adam Van Der Linden at Southern Classics & Customs was engaged to do the required repairs. Jaimie from JRM Transmissions undertook the suspension repairs. The bodywork saw a Performance Shakers kit fitted to a repro



The cars been through a few sets of wheels, the latest requiring super-wide 305s down the back



**"ON THE THIRD RUN MY TAILSHAFT
RIPPED ITSELF TO BITS IN THE BURNOUT,
ALSO DAMAGING THE FUEL TANK COVER
AND THE BRAKE LINE BRACKET"**

bonnet. After fitting Tein coil-overs, it only seemed logical to replace the FPV stuff that was okay but not perfect.

A new diff went in along with a set of custom-offset 20in Simmons FRs. "The OCMD was working. It now sounded good, looked good, handled well and performed alright. But, of course, it needed more. Summer was coming around and the car was still not running an intercooler, just the factory intercooler brick without end tanks or a radiator.

"David at KPM Motorsport is one of the main sponsors of our car club and he wanted to show off some of his latest creations—the 2300 streetfighter supercharger kit. A deal was made and the car was wheeled in to have the 2300 supercharger and one of KPM's twin throttlebody manifolds fitted. I had purchased a second Ford Racing SuperCobrajet monoblade throttlebody when I was building my BA GT GT500 motor and I had loaned it to KPM to test on their black Streetfighter GS."

To fit this, the casting had to be welded up and then machined back. "I had a lot of people telling me my car

would be undrivable with it, but I could always downgrade to a twin 65mm Ford Racing throttlebody if it didn't work. It was also time to fit up one of KPM's big Stage II intercoolers, their twin fuel pump system and some 1000cc injectors. As we were putting it all together, David walked up to me with a 58mm supercharger pulley that was destined for their shop car. He told me that there would be no warranty option on this puppy as they hadn't tested it themselves. I don't mind being a bit of a pioneer, so we went for it!

"This thing still drove like a standard 5.0, but when you stood on it the 275/30 Nitto InvoS didn't stand a chance. At 110km/h the car would now blaze the back tyres and start crossing lanes... Stupid stuff!"

The ZF started eating its clutch packs while the car was doing a wedding for a friend, so it was off to Jaimie for a box build. "The standard clutches were replaced and the standard input shaft was VERY twisted, so it was decided to change it out for a Stage 2 Nizpro item. About two months later we found that Exedy do a heavy-duty clutch and

steel pack for our ZF, so one was ordered and the box rebuilt again. When Jaimie stripped the box back down it was obvious that the clutches were starting to fail again. The difference the clutches made it amazing. The 2-3 shift was now very crisp. The input shaft and clutch packs should be high on the shopping list of any ZF auto owners who choose to modify their car or drive it hard.”

A year later a compression test showed that three cylinders were well down and it was time for a rebuild. “Modular Mustang Racing had just released the Pro-mod 2 Coyote 5.0 block featuring extra-thick bore liners that could easily be taken to a 3.7in bore for 5.2L capacity. The money for the short was paid, but it was very hard to get any details on when my motor would actually arrive. Months had passed until I finally found out that my motor was being built but it’s arrival date was scheduled while David, who was going the build the motor himself, was going to be in the US at the SEMA show. Since it was going to take some time for the assembly now, I ordered a new set of MMR ported heads to complete the package. Once my order went it and was paid for, I got the shock of my life with another 3 month wait...

“While we were waiting, Southern Classics & Customs started painting all of my engine bay plastics and various engine components with a custom PPG Vibrance Prizmatipue pearl. The lower manifold, timing case cover and throttlebody manifold were sent to Pacemakers to get ceramic-coated in a high-lustre silver. The factory headers were also replaced with ceramic coated 4-1 Pacemakers. The fuel pump was upgraded to the twin 460 Walbro E85 compatible Streetfighter unit and all of the fuel lines were changed to be E85 friendly. The injectors were changed to the KPM 1500cc E85 units and the fuel pressure regulator plumbed up externally with a much larger E85 Holley unit.”

A run-in tune on the rollers saw 480rwhW. “The Simmons wheels were looking a little octagonal-shaped after driving the high-quality roads of Adelaide, so Joe from WheelWorx in Adelaide machined up a set of Avant Garde M310s in hyper silver to suit the stripes. These were fitted with new 245/35 and massive 305/25/20 Nitto Invos to try and get some traction. The FG guards will fit 305s without rubbing (even standing up cambered correctly) with the right offset wheels





FPV got it bang-on inside, so there's no reason to change anything here

"FIRST RULE OF OCMD: IF YOU BREAK SOMETHING, PUT IN SOMETHING THAT WON'T BREAK AGAIN"



and the KPM control blade relocation kit, which moves the control blade in approximately 12mm inwards."

"With a run back to Queensland for the Queensland All Ford Day it was a perfect time to play compare with another of my OCMD mates: Matt Coates with his Main Force Performance-supercharged Bionic Blue BF GT, so a level playing field was needed. RealDyno Performance in Redcliffe was the place. Lee sorted a few issues and spun up 514rwkW on his Mainline dyno with just over 1000nm of torque!"

Shane says there is more left in the PULP set-up, and who knows how much more once E85 is worked in, but for now he's got other projects to concentrate on. Such is the way with the OCMD-afflicted. ■

FORD FACTS

OWNER:

Shane Taylor

VEHICLE:

2011 Ford FPV GT-P

PAINT:

PPG Sensation Blue two-pack enamel

STYLING:

Stripes painted on and clear-coated, custom colour mixed to suit stripe colour and front and rear bars painted, engine bay in custom Prizmatique Pearl

ENGINE:

2014 Ford Miami/Coyote 5.2L eight-cylinder

ENGINE MODS:

Block bored, honed, decked, blueprinted, crack-tested, chemically cleaned, balanced, six-bolt cross-bolted mains caps, Modular Racing Pro Mod II block sleeved with extra wall thickness dry sleeves, race-prepped crank, Manley billet A rods, Total Seal steel file-fit rings, custom Manley/MMR forged ceramic-coated pistons, ARP mains stud kit, Clevite 77 bearings, alloy heads ported and polished, Manley valves (oversized), three-angle valve grind, phosphor bronze guides, modular Mustang Racing/Manley springs, steel retainers, Ford Racing coil-overs custom painted, KPM Streetfighter billet alloy custom-painted breathers, EX camshaft Ford Racing Boss 302 (extra 2mm lift), Modular Mustang racing billet oil pump,

Ford 2013 upgrade water pump, KPM supercharger pulley, Accell coil-on plug, SCT tuned EMS, modified FPV lower manifold to suit 2300 supercharger, modified KPM twin throttlebody manifold to suit monoblade, 1500cc KPM Bosch injectors (E85), KPM Harrop 2300 supercharger (17psi), Herrod/K&N air filters, intercooler adaptor, upper plenum, all fuel lines E85 compatible, fuel-pressure regulator, KPM Stage II intercooler kit, Holley fuel-pressure regulator, twin throttlebody manifold modified for Ford Racing SuperCobrajet monoblade, billet timing chain guides, Boss 302 timing chain tensioners, Ford Racing timing set, 302 reluctor wheel, Comet MLS head gaskets, ceramic-coated intake manifold

POWER:

514kW@6305rpm, 1001.2Nm at 4828rpm

EXHAUST:

KPM Streetfighter, ceramic-coated Pacemaker headers (1 7/8in), twin/single over diff/twin exhaust system with four mufflers

TRANSMISSION:

ZF automatic six-speed, KPM Streetfighter two-piece driveshaft

DIFF:

M86 Eaton Tru-Trac centre

SUSPENSION:

Tein coil-overs

BRAKES:

355mm front and 330mm rear rotors, Brembo six-piston front and four-piston rear calipers, braided lines, EBC Redstuff brake pads

WHEELS/TYRES:

20x8.5in front and 20x10in rear Avant Garde M310 wheels, machined custom rear offset, Nitto Invo 245/35 front and 305/25 rear tyres

INTERIOR:

Standard FPV GT-P

TUNES:

N/A

COST:

\$160,000

WHO'S RESPONSIBLE:

"David Roscio and the crew at KPM Motorsport (08 8299 9998), Adam and Jodi Van Der Linden and the crew at Southern Classics and Customs (08 7185 0710), Jamie McNeil at JRM Transmissions (08 8322 7044), huge thanks for my partner Rachel, who put up with me working, playing with cars, spending money on cars and dragging her and the boys to various car events at stupid o'clock in the morning, huge hit-out to Adam and Jodi at Southern Cross Classics and Customs, Jamie at JRM Transmissions, David, Shane and Callam at KPM Motorsport as well as Lee Bloom and his team at RealDyno Performance"

"AT 110KM/H THE CAR WOULD NOW BLAZE THE BACK TYRES AND START CROSSING LANES... STUPID STUFF!"



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SIZE 17 - 24 INCH (1 PIECE AND 3 PIECE)



FR1

1 PIECE Rim also available in 3 piece

004 GLOSS BLACK CENTRE MIRROR LIP CHROME RIVETS

SIZE 17 - 24 INCH (1 PIECE AND 3 PIECE)



FR1

1 PIECE Rim also available in 3 piece

005 GOLD CENTRE MIRROR LIP CHROME RIVETS

SIZE 17 - 24 INCH (1 PIECE AND 3 PIECE)



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TURBO 6 BANGER!

Check this out! Mark picked up a very clean Falcon 500 sedan recently. The XY is completely stock with its 200ci inline six banger, C4 auto and Borg Warner differential. Whilst Mark is building a tough Cleveland combo for the XY he decided to have a bit of fun with the original engine, by that we mean he's bolted a turbo to it!

That's right he had the guys at T&D Bros racing in Moorebank (02) 8798 1554 fabricate the turbo headers etc to mount the T3/T4 turbo along with a 2.5in dump pipe that's runs into the stock exhaust. They also added a 350 Holley carburettor to the factory intake that's fitted with a polished carby hat.

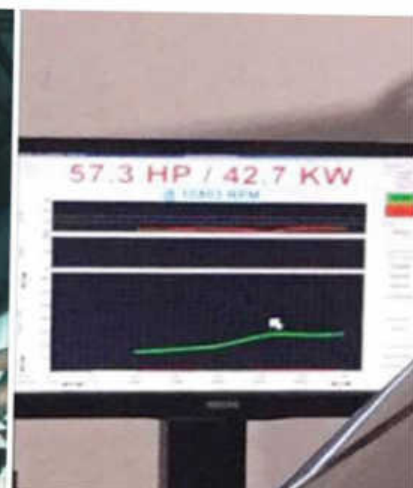
So how much power does the 200 cube 6 make? Well in 100% stock form it turned out 57rwhp and now with the

turbo fitted it now pumps out 120rwhp! Not a bad increase in power for a basic bit of fabricating and bolt ons!

The front brakes have been upgraded from the factory drums to XY discs and calipers.

The rest of the car will remain stock until the thumper Cleveland is built and fitted but who knows, Mark may change his mind and go with a Barra XR6 Turbo conversion now that he's tried a turbo 6 in there... ■





WE WANT YOUR PICS!

Have you or a mate got a Ford under restoration/in the build, about to get restored or just sitting in the shed collecting dust? If yes then we want to see it! Take a few photos and email them to [HYPERLINK "mailto:roy@streetfords.com"](mailto:roy@streetfords.com) roy@streetfords.com or post any photos you have to us at: Street Fords 37 Carnarvon Street, Silverwater NSW 2128 (please include your return address)

BAD APPLE



LOOKING LIKE THE TOUGHEST TOFFEE APPLE IN THE WORLD,
THERE'S NOTHING SWEETER THAN CHRIS ANSCOMBE'S CRAZY XB

PICS: DANIEL WARD



You might recall Chris Anscombe's (44) XB from issue 23 'Trash To Treasure'. Back then it was packing a mean 351 Cleveland, but now... well, have a look. Someone's been busy, it would seem.

Says Chris, "This was my first car. I found it on a property near Glenmorgan. It has had several rebuilds over the years. There's a lot of history in it—some good, some bad, some illegal."

As you might remember, Chris found this at a rubbish dump his uncle was managing. Chris was just fourteen at the time, which does go some way to explaining his attachment to the ute.

The current rebuild kicked off in 2007. Chris took the car to Kieron Neighbour at Custom Auto Refinishing have a couple of things fixed in the paint. Six months later it had gone from Dark Green to Emerald Fire Green and Magenta.

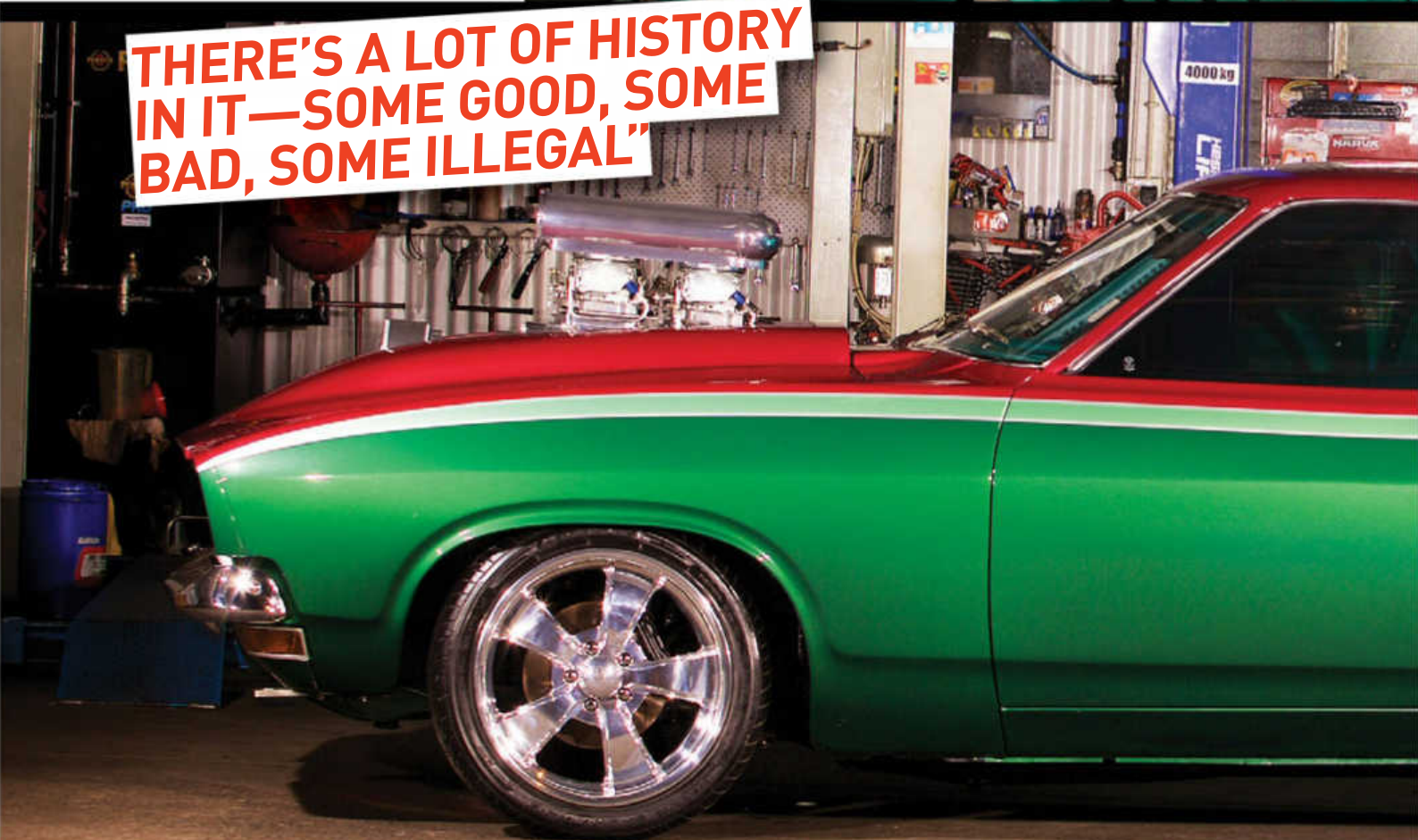
"Around the same time I bought a disassembled 460 off my mate Brett Ernst with the idea of fulfilling my dream of owning blown big block." Apparently,



The interior had to be spot-on. Chris's design has ensured it's something you cannot miss now



**THERE'S A LOT OF HISTORY
IN IT—SOME GOOD, SOME
BAD, SOME ILLEGAL"**





A blown big block calls the
new and improved engine
bay home these days





APPARENTLY, NEIL
MORRIS'S BLOWN
BIG BLOCK MACH I
AND THE MAD MAX
INTERCEPTOR ARE
TO BLAME

Neil Morris's blown big block Mach I and the Mad Max Interceptor are to blame...

"In 2008 I bent the diff saddles and pulled it down again. The idea was to throw in the big block and rebuild the diff. It blew out from there. The only thing that wasn't rebuilt or changed was Kieron's paint."

Geoff Ramsay in Sydney supplied the blower, manifold and the custom pullies, carb plates, etc. Bob at CF Performance built the 460, with Charlie at DC Racing doing the machining. Trevor at A&T

Automatics built the turbo 400 trans and fitted the JW bellhousing. CF also built the Tru-Trac 9in and shortened in by 2in.

"I was worried that all the extra torque might twist the body and crack the paint, so Matt and Tom at Tas Performance fitted the cage for me. While it was there they modified the Pacemaker Tri-Ys, fitted the exhaust and fabricated the trans mount and tailshaft loop. They also ordered the PST carbon-fibre tailshaft."

Chris himself fitted the suspension, painted underneath and welded up any

unnecessary holes in the engine bay. Cam Grady helped prep the engine bay and then painted it.

Of course, owning Evan's Trim Shop, something special had to be done about the interior. "A lot of custom work has gone on inside and in the tray. Peter Twidale has done most of the work in there, but the design is mine."

If you can dust the cobwebs off issue 23 you can see just how much work Chris has put into his vehicle since we saw it last. Not much remains as it was, with the new paint

"I WAS WORRIED THAT ALL THE EXTRA TORQUE MIGHT TWIST THE BODY AND CRACK THE PAINT"

PENRITE

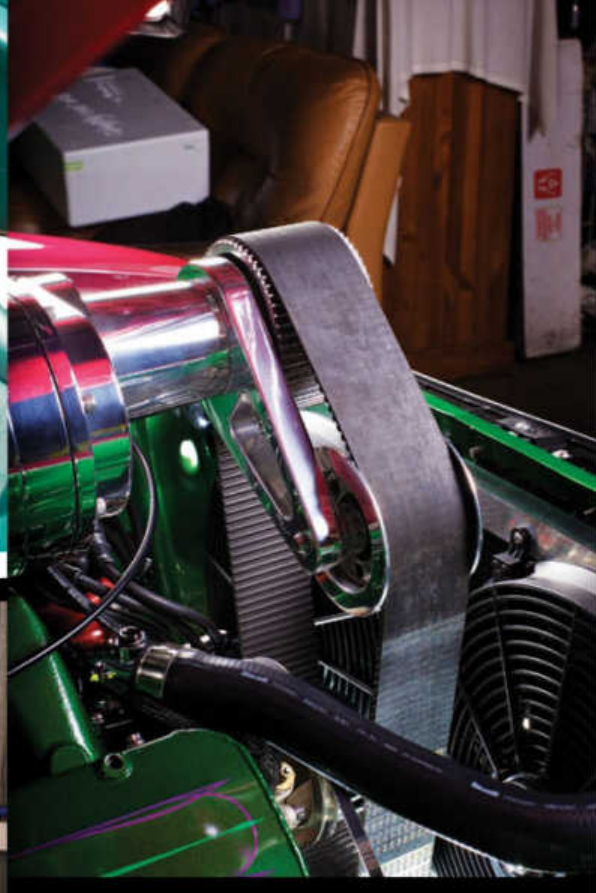
PENRITE
PERFORMANCE OILS

RAV

HDT

SCOTCH

With its new two-tone Raspberry over Emerald Fire it's a long, long way from when we first featured the ute



undoubtedly the most stand-out feature together with the blown big block.

Way back then the ute had already been 21 years in the making, and Chris isn't exactly sure he's about to stop yet. No matter how wild your build, there is always something new, always something that needs finishing. Who knows what he'll come up with in another decade's time? ■

FORD FACTS

OWNER:

Chris Anscombe

VEHICLE:

1974 Ford XB Falcon 500

PAINT:

Mazda Raspberry over Emerald Fire Green, custom striping between

STYLING:

Bonnet cowling with supercharger hole, XB GT grille, drip rails, door handles and mirrors all removed, XB GT hardtop rear brake vents

ENGINE:

Ford 385 series V8, 501ci

ENGINE MODS:

Re-machined 1971 Lincoln 460ci block, Scat 4340 crank and H-beam rods, SRP forged pistons, 9.5:1 static comp, Superpan sump, Melling oil pump, Crow custom roller cam, Howard's lifters and rockers, Trend pushrods, Rollmaster timing chain, ported heads, BDS manifold, The Blower Shop 8/71 supercharger (6psi), two Barry Grant 825cfm annular-discharge carbies, Mallory distributor, MSD Digital 6 ignition box, Accel Blaster 3 coil

POWER:

497rwhp (6000rpm)

EXHAUST:

Pacemaker headers (ceramic-coated),

twin 3in system with balance pipe and Hooker mufflers

TRANSMISSION:

Turbo 400 3-speed (manual shift kit), The Converter Shop 3700rpm converter

DIFF:

9in, LSD, 3.55:1

SUSPENSION:

Macdonald Bros Racing tubular front A-arms, RRS castor rods, QA1 front coilovers, reset XH XR8 rear leaf springs, Koni adjustable rear shocks, Moroso Slide-A-links

BRAKES:

Kelsey Hayes 4-piston front and PBR rear calipers, DBA front and rear pads, stainless steel brake lines, Aeroflow vacuum tank, Crane vacuum pump

WHEELS/TYRES:

Intro V-Rod 18x8in and 20x10in, Nankang 235 and 255 tyres

INTERIOR:

Recaro front seats, Emerald Pellan-look vinyl re-trim, Knox Dark Green carpets, one-piece foam and vinyl headlining, Racepack dash, six-point roll cage, Williams harness, Momo Millennium steering wheel

TUNES:

501 BBF and 8/71

COST:

"Priceless"

WHO'S RESPONSIBLE:

"My partner Kellie, my son Mel, Dad for helping me get it, Ben Chard at Relic Revival, Bob at CF Performance, Cahrle at DC Racing, Nick Barton at Bartons Auto Electrical, Matt and Tom at Tas Performance, Craig at Steerfast, Kieron at Custom Auto Refinishing, Peter Caporn at Caporn Signs, Brad Poole for the fuel/brake lines, Tony at Neilsons Radiators, Tom at Street Art Wheels, Greg at Uticolor, Dan and Dave Flohr at Dan Flohr Mechanical, Trevor at A&T Automatics, Cameron Grady, Geoff Ramsay at Geoff Ramsay Engineering Sydney, Brett Ernst at Sowerby's Towing, Peter, Rob and Kieron at Evan's Trim Shop, Darryl at Autozone, Scott Dunlop at Superior Springs, Greg Estes at Cerakote Metalsmiths, Good, Blue, Phil, Harry and the rest of my family who helped, Doz, Benny, Nathan and any other mates who helped and anyone I may have forgotten, also my uncle Perry for giving me the bug (SLR 5000, 'Mother's Worry'), Howard Astill, Gary Myers, Ron Barclay and a heap of others for building cars that inspire me to do something a little bit different."

"A LOT OF CUSTOM WORK HAS GONE ON INSIDE AND IN THE TRAY"





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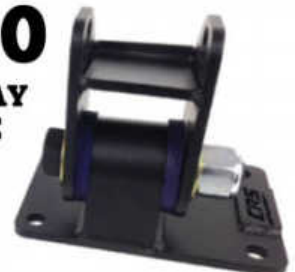
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COUPE THERAPY





The Mustang is largely traditional with a slight modern twist to many components

Thirty-three-year-old truck driver Greg Zuj says he's still playing with it... his 1967 GT coupe, that is. We're all "still playing" with our builds. No car is really ever complete, but after a decade Greg reckons he's certainly close.

Greg bought the Mustang with the intention to keep it as a Sunday driver, but, as they do, "things went off the rails." This largely came down to building a shed to house it and purchasing bits and pieces to start the build, but it all got thrown into reverse after having it sandblasted.

"Shelving the project whilst acquiring bits and helping with and painting a friend's Mustang, plus tripping off to American, I found some things I could not resist, like Edelbrock fuel injection, Vintage Air timing cover, crossflow radiator and more from trade exhibits at the Good Guys Nationals 2008 in San Francisco. "

Good ol' eBay started to become a regular contributor to the growing parts pile, as did a number of local suppliers, but time is of the essence. "As an interstate truck driver it was difficult to maintain regular breaks to achieve constant progress."

Years went by. The project waned. By now there were stainless steel manifolds, intercooler piping and the exhaust, all of which took a further 18 months to get into action. "It was all in keeping with a life of fun, activities and house chores. Body mods were more than meets the eye, with little things here and there from seam-welding to floor replacements, tunnel mods, boot mods, engine bay mods and overall alteration."

Finally, a year of spray gun activity passed along with a few seemingly impossible tasks taken care of, and things were taking to get there. This was all





GREG BOUGHT THE
MUSTANG WITH THE
INTENTION TO KEEP IT
AS A SUNDAY DRIVER,
BUT, AS THEY DO,
"THINGS WENT OFF
THE RAILS"



MUSTANG GT COUPE

undertaken with the little time at home Greg is offered, the project moving into the assembly period and what he calls the “daunting task of special effects.” The wiring looked to be a nightmare of plague-like proportions, but mate and sparkie Greg Lawrence never once complained, taking to it like a champ.

Following was the standout interior by Dave Britton at Annvid Auto

Upholstery. Greg calls it an “absolute wonder,” all helping to push towards what he’s always strived for—“a traditional ’67 with lots of improvements.”

One of the most major improvements is to the power figure. Thanks to a now 377ci eight filled with hardcore internals and matched to a tough Tremec five-speeder, power is estimated to be around the 580hp





It's as comfy as you'd expect inside, with extra bolstering for your spine—much-needed with 580hp on board



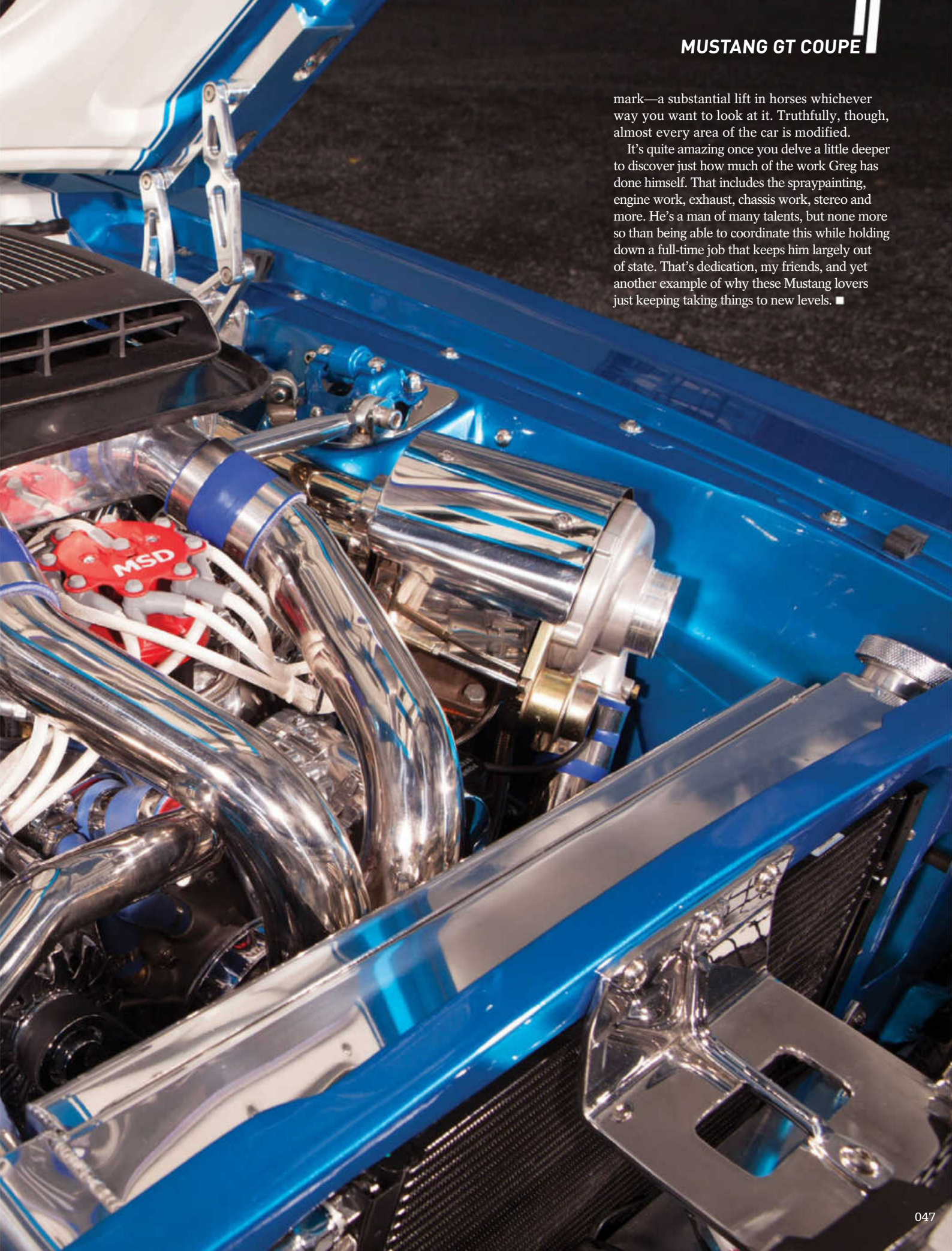
"AS AN INTERSTATE TRUCK DRIVER IT WAS DIFFICULT TO MAINTAIN REGULAR BREAKS TO ACHIEVE CONSTANT PROGRESS"



Turbocharged
with 14psi and
strengthened
with top shelf
internals,
over 580hp
estimated is on
the cards now

mark—a substantial lift in horses whichever way you want to look at it. Truthfully, though, almost every area of the car is modified.

It's quite amazing once you delve a little deeper to discover just how much of the work Greg has done himself. That includes the spraypainting, engine work, exhaust, chassis work, stereo and more. He's a man of many talents, but none more so than being able to coordinate this while holding down a full-time job that keeps him largely out of state. That's dedication, my friends, and yet another example of why these Mustang lovers just keep taking things to new levels. ■



FORD FACTS

OWNER:

Greg Zuj

VEHICLE:

1967 Mustang GT Coupe

PAINT:

Spies Hecker/Debeer Blueprint and Pearl White 2K

STYLING:

Striped and pinlined underbody, debadged, carbon-fibre-wrapped spoiler, XY shaker

ENGINE:

377ci Ford eight-cylinder

ENGINE MODS:

Block honed and balanced, girdle, Yella Terra flywheel, LS1 Manley rods, Total Seal rings, SRP forged pistons, Clevite H-series race bearings, alloy heads, 215 IN/195 EX valves, bronze valve guides, chrome alloy valve covers, Pro Action race heads, Howards custom-grind roller cam, ARP stud kit, Canton oil pan, high-flow oil pump, twin thermofans, Vintage Air water pump, aluminium cross-flow radiator, Vintage Air timing cover assembly with air conditioning, MSD dizzy and coil,

Edelbrock injection harness/custom-made vehicle harness, Edelbrock fuel injection (1000cfm) and inlet manifold, eight 56lb injectors, two T30-40 turbochargers (14psi), pod filter

POWER:

est. 580hp

EXHAUST:

Stainless twin 2.5in exhaust system with two mufflers

TRANSMISSION:

Tremec five-speed, NPC single-plate clutch, custom driveshaft

DIFF:

Mustang 8 ¾ Aurburn posi (3.5)

SUSPENSION:

Pedder springs and shocks, custom swaybars, modified EB and EL Falcon rear suspension, Fairlane steering, chassis seam-welded, extended in-frame rails, torque boxes fitted

BRAKES:

DBA vented front and rear rotors, Kessley Hayes rebuilt calipers front, XC Falcon rebuilt calipers rear

WHEELS/TYRES:

19x8in front and 19x10in rear Boyd Coddington polished wheels, Falken Azenis 235/35 front and 275/35 rear tyres

INTERIOR:

Billet steering wheel, OME seat covering with extra bolsters front and rear, Parchment re-trim, custom carpets and headlining, new retractable seatbelts front and rear, Dakota Digital gauges

TUNES:

Pioneer head unit, JVC amplifiers, 6in front and 6x9in rear speakers, Kicker 10in subwoofer

ANYTHING ELSE:

Battery relocated to boot

COST:

N/A

WHO'S RESPONSIBLE:

Greg Lawrence Auto Electrical (0417 779 986), Dave Britton and crew at Annvid Upholstery (07 3390 3444), Rob at Marshall Agencies special masking effects and signage (0418 889 647), Paul Billington at Echo Fabrication for stainless fuel tank and display stands

IT'S QUITE AMAZING ONCE YOU DELVE A LITTLE DEEPER TO DISCOVER JUST HOW MUCH OF THE WORK GREG HAS DONE HIMSELF



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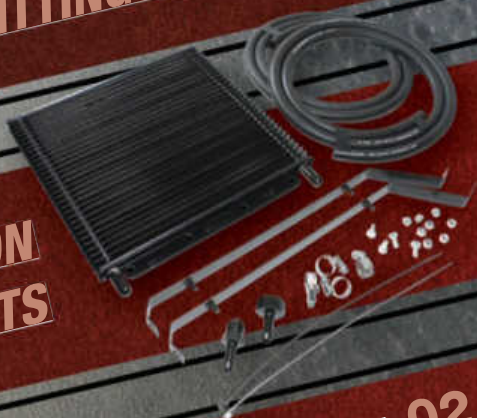
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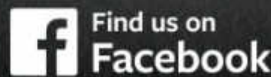


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DO-OVER

ANTHONY'S FIRST REBUILD OF THIS XY FALCON SEDAN WAS A BIT TOO MILD FOR HIS LIKING SO HE STRIPPED IT BACK AND STARTED AGAIN

WORDS BY SAM HOLLIER PICS BY ERIC TANG



A fuel cell and a battery box; just what you'd expect in the boot of a tough XY

The car has been built twice" says 34 year lift technician Anthony Defeu of the XY Falcon sedan that he bought for just \$1,000 in January 2000.

"(The) first time (was) with just a mild 351 and different wheels, interior and diff. I wasn't happy so I stripped it and rebuilt it how you see it now."

How we see it now is an angry-looking 406ci-powered GT-themed tough streeter with an engine bay that is almost entirely filled with aftermarket goodness and an interior that's just as classic and close to an original as the GT that inspired it.

INS AND OUTS

The bodywork and chassis are surprisingly original for such a tough machine. The 275/50/15 Mickey Thompson ET Street rear tyres fit inside unmodified wheel tubs, the front and rear suspensions retain their original configurations with no add-on assistance, and even the engine block,

transmission casing and diff housing are all the same castings that Ford fitted in V8 Falcons of this era so nothing needed to be changed or fabricated specifically to facilitate their fitment.

The changes to the bodywork that it does have are a tall cowl on the bonnet, and an alloy sheet to give the boot a floor after the original fuel tank was removed and replaced with an alloy fuel cell that resides inside the boot. The body does sit noticeably closer to the ground with Pedders lowered front coils and lowering blocks above the rear leaf springs. And the final appearance change is the big-and-little Weld Racing Magnum wheels.

The colour is a custom blue mixture using DeBeers 2-pack product and it was applied by Mark Turner. GT stripes have been added, in orange down the sides and black on the bonnet, plus the sills have been blacked out the way you'd expect to find on a GT as well. And completing the picture are the GT badges, the front spoiler and the driving lights.

The interior also sticks very closely to the GT theme, with the same seats and door linings wearing the same patterns of black vinyl, and a GT wheel as well as an original XY dash. It even has standard seat belts because, as we painted out at the start, this car is a tough cruiser. There are some additions though, primarily Auto Meter gauges and a shift light, as well as a fire extinguisher.

BIGGIE SMALLS BLOCK

Anthony built his own engine, using a 1974 Cleveland block casting as the basis. The machine work to the block and the heads was performed by Precision Engines in Geelong, and the 2-bolt block's weaknesses were addressed with a Pavtek mains girdle, and to suit the solid roller cam an oil restrictor kit was installed to bias the oil pressure towards the crank since the solid lifters do not rely on oil pressure for their

ANTHONY BUILT HIS OWN ENGINE, USING A 1974 CLEVELAND BLOCK CASTING AS THE BASIS





The interior is classically styled just like a GT



inner workings (because they have no inner moving parts). The engine also features a custom ASR sump and a Melling oil pump.

Dramatically increasing the capacity to 406ci there is a Scat 4340 4in crank and H-beam 6in rods, as well as SRP forged 4.02in pistons. The static comp is a high - but still PULP-compatible - 11.4:1, with the fuel's tolerance for high compression aided by the heat-dissipation properties of alloy heads.

Those alloy heads are CHI 2V units that have been CNC-ported and fitted with K-line valve guides, 2.07in and 1.65in valves and Isky 9005 valve springs. A Comp Cams solid roller cam and lifters in the block operate Trend pushrods that in turn move a set of Comp Cams 1.7:1 roller rockers that hide under Moroso sheet metal rocker covers.

The manifold that Anthony chose is a Torque Power single-plane casting and it's fed by a Pro Systems 950cfm carburetor. Meanwhile on the other side of the heads there's a set of 4-into-1 headers with 1 7/8in primary pipes and 3.5in collectors that flow into a twin 3in system with an X-pipe and two mufflers.

The engine is also supported with an ignition

system that incorporates a Mallory Hyfire 6AL ignition box, which is more of an ECU for the spark timing since it is microprocessor controlled. There is also an MSD Pro Billet distributor and a Mallory coil.

THE GOOD GEARS

Behind the engine there's a TCE 5,500rpm converter and a modified C10 3-speed with a stage-3 shift kit, operated by a B&M shifter. Installed into the back of the C10 there is a 3in tailshaft that connects it to a modified 9in diff built by Chris's Differential Services. It features an alloy carrier, billet axles and a short-and-lively 3.89:1 ratio.

THE END

Anthony only finished the car a little while before our photo shoot, so it hasn't been dyno tested on a rolling road, run on the drag strip or displayed at any shows yet. And as you can imagine this tough XY isn't exactly a daily driver, so he has put club rego on it to allow it to be driven locally and to any events that his club organises in the future. ■



**"I WASN'T HAPPY SO
I STRIPPED IT AND
REBUILT IT HOW YOU
SEE IT NOW"**



Anthony got himself a 1974 Cleveland block and then extensively modified it and turned it into an angry solid roller-cammed alloy-headed 406ci torque monster



FORD FACTS

OWNER:

Anthony Defeu

VEHICLE:

1971 Ford XY Falcon

PAINT:

Custom blue (DeBeers 2-pack)

STYLING:

GT, tall bonnet cowl

ENGINE:

Cleveland V8, 406ci

ENGINE MODS:

Re-machined 1974 block with oil restrictor kit, 2-bolt mains with Pavtek girdle, Scat 4in 4340 crank and 6in H-beam rods, SRP 4.02in forged pistons, Hastings race rings, 11.4:1 static comp', Melling oil pump, custom ASR sump, Comp Cams solid roller cam and lifters,

Trend pushrods, Comp Cams roller rockers (1.7:1), Isky 9005 valve springs, CNC-ported CHI alloy heads, 2.07in and 1.65in valves, Torque Power single-plane manifold, Quickfuel 950cfm carby, MSD Pro Billet distributor, Mallory coil and Hyfire 6AL ignition box, alloy radiator, BA Falcon twin electric fans

POWER:

Untested

EXHAUST:

4-into-1 headers (1 7/8in primaries, 3.5in collector), twin 3in system with X-pipe, two 3in mufflers

TRANSMISSION:

C10 3-speed, TCE 5,500rpm converter, B&M shifter, 3in tailshaft

DIFF:

9in, alloy carrier, billet axles, 3.89:1

SUSPENSION:

Moroso shocks front and rear, Whiteline front sway bar, Pedders front coils and King Springs rear leafs, rear lowering blocks

BRAKES:

Disc front, drum rear

WHEELS/TYRES:

Weld Racing Magnum 15x3.5in and 15x8in, Nankang 165/80 and Mickey Thompson ET Street 275/50

INTERIOR:

Black vinyl upholstery, GT wheel, additional Auto Meter gauges and shift light, fire extinguisher

COST:

Over \$80,000 (\$1k purchase in Jan 2000)

WHO'S RESPONSIBLE:

Mark Turner, Classic Chrome, Precision Engines Geelong, Colin at Tradematics, Chris's Differential Services, Moolap Mufflers

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AND CHASSIS ARE
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ORIGINAL FOR SUCH A
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WORDS BY PETER LE COMTE
PICS BY ANDREW CRICK,
PAUL HAIGH AND PETE LE COMTE

FORDS IN THE PARK

THE FTF CAR FLUB OF NSW RAISED YET MORE MONEY
FOR THE CHILDREN'S HOSPITAL WESTMEAD WITH
THEIR ANNUAL FORDS IN THE PARK EVENT



After a solid week of rainy weather, the heavens remained fairly dry – and for just long enough – for the FTF Car Club of NSW annual Fords in the Park charity car show of 2015. The lead-up weather was probably the worst the club had ever experienced in this time. Nonetheless, the show must go on, and it did.

Attendances were a little down on previous years, but there were still plenty of brave and passionate enthusiasts who came along to show their prides and joy, or just came to have a look, and all contributed greatly to making the day a success and raise even more money for The Children's Hospital at Westmead.



Bandage Bear was there to remind people the funds raised at the show went to the Children's Hospital at Westmead



Michael Stivala's Street Elite XB Fairmont sedan was awarded Best V8





**PLENTY OF PASSIONATE ENTHUSIASTS CAME
ALONG TO SHOW THEIR PRIDES AND JOY**



The Mk1 Escort of David
Fitzsimons won Best 4/5 Cylinder

FTF CHARITY SHOW

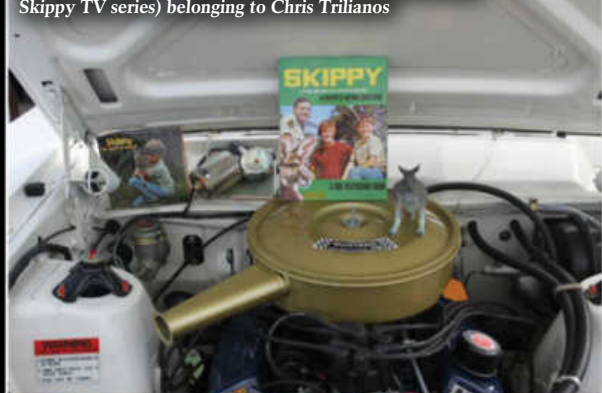
The club, and in turn the show, is blessed with the amount of support it receives from sponsors via donations of services, products and even cash. This year there were an unprecedented number of businesses and individuals who helped make the day a success. There were the usual activities in place including face painting, raffles, music, the ever popular auction, food and

drink vendors, trade stands, emergency services displays and the lads from Triple M (Rohan and Stephen), along with "Dr Dan", bringing along some laughs and entertainment. The showbags were packed with donated goodies from a host of valuable partners.

As always, there were some 18 car categories judged, with a wide and eclectic range of Fords displayed.



Best Commercial was the XR Falcon wagon from the Waratah National Park Wildlife Reserve (a fictional location in the Skippy TV series) belonging to Chris Trilianos



BIG THANKS TO ALL WHO TOOK PART



TROPHY LIST 2015

CATEGORY	NAME	MODEL
Best 4/5 Cylinder	David Fitzsimons	MK I Ford Escort 1973
Best 6 Cylinder	Chris Swadling	Falcon XR50 Turbo 2010
Best V8	Michael Stivala	Fairmont 1975
Best SUV/4WD	Paul Haigh	Territory Ghia 2008
Best Ute	Brian Bailey	XR8 Ute 2001
Best Commercial	Chris Trilianos	XR Wagon 1967
Best Aussie	Peter Le Comte	FGII GT 2012
Best American	Vic & Judy Hockley	Ford Star Model 1958
Best Euro	Martin Amena	Capri 1969
Best Original	Andrew Kuryj	XT Falcon 1968
Best Modified	Michael Ryan	EB Falcon 1993
Best Engine Bay	Craig Elson	FPV GTP 2012
Best Interior	George Tsoulos	XY GT Falcon 1971
Best Paint	Adam Giuvenco	XY GT 1971
Best Graphics	William McKell	GT-P 2004
Best Modern	Derek Kitching	BA XR8 Falcon 2004
Emergency Services' Choice	Alan Selby	Zephyr 1958
Sponsor's Choice	Bill Eves	XC Fairmont GXL 1978
Best in Show	Andrew Kuryj	XT Falcon 1968
FTF Club Car of Show	Peter Le Comte	FGII GT 2012
Wots On Design	Derek Kitching	BA XR8 Falcon 2004



Adam Giuvenco's XY GT was awarded Best Paint



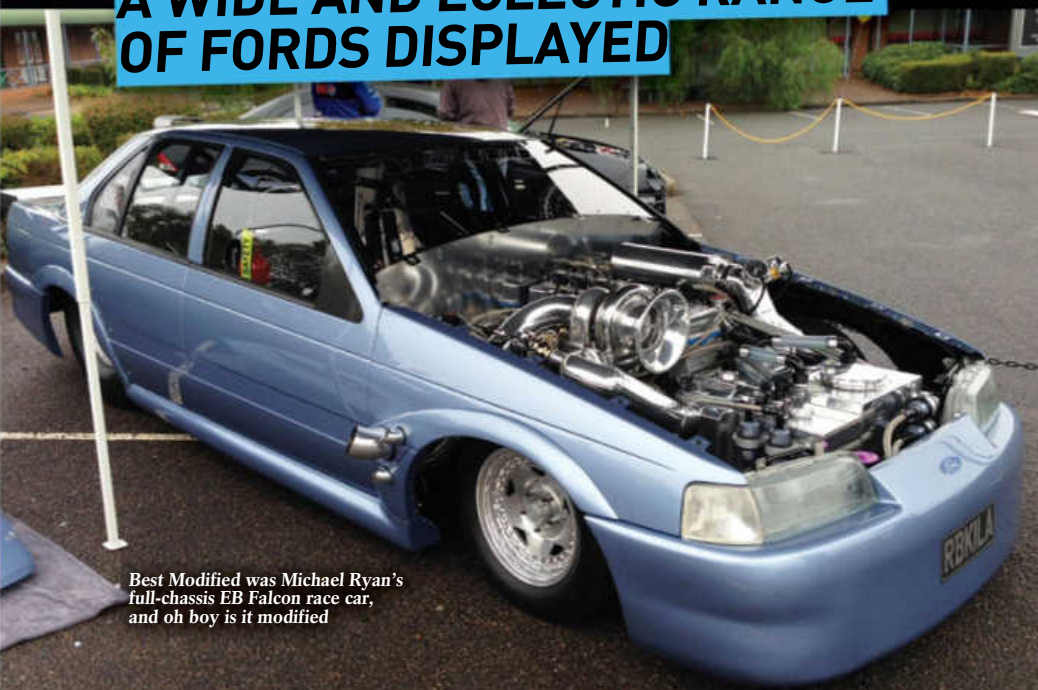


Some were our regular entrants and some were brand new, including an amazing drag car. The fact that the entrants even considered to bring their cars out in those early morning wet conditions is a testimony to their commitment to participate in this special event. The TLC shown on these cars is remarkable. Congratulations to all the category winners.

Lastly, and very importantly, despite the odds – specifically the weather – being against us, the day still managed to raise \$20,000, which has been donated to The Children's Hospital at Westmead. This takes our cumulative total to well over \$110,000 to date; a super effort. We would like to conclude by saying a big thanks to all who took part and looking forward to seeing you again next year. ■



18 CAR CATEGORIES JUDGED, WITH A WIDE AND ECLECTIC RANGE OF FORDS DISPLAYED



Best Modified was Michael Ryan's full-chassis EB Falcon race car, and oh boy is it modified

Facepainting was one of a few fun activities



The memorabilia auction was a big part of the fundraising effort



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1 Hammering over rounded dolly to get shape

TUBS & TAILS

A RESTORATION THAT DEMANDS AN AUTHENTIC APPEARANCE

For every Coupe that needs the wheel arches repaired, the matching repair is required on the inside as well. This can be undertaken with the quarters in place but I choose to remove the quarters to ensure the lot is rust free and sealed up. The outer edge of the wheel tub that attaches to the quarter is equally prone to rusting, just like the outer skin. We fabricate an edge piece utilising .96 cold rolled mild steel that is first bent in the folder, then manipulated with hammer and dolly in conjunction with the shrinker/stretcher to achieve

WORDS AND PICS BY HOWARD ASTILL



2 Swinking and stretching is the only way to achieve a good result on this shape

THE TAIL LIGHT PANEL IS PRONE TO RUST ACROSS THE BOTTOM SECTION AND SO FAR I HAVEN'T SEEN A REPO PANEL THAT IS WORTHY OF USING

3

Test fitting over
and over!!



4

Matching new piece to the
replacement wheel arch



5

This one had NOS 1/2 quarters to match to



6

Once everything is cut
and positioned weld it
up. This one is TIG



7

Half in position



the desired shape. We make the edge in two halves as it is difficult to manage all in one piece. We utilise the inside of the quarter panel or the replacement section to ensure a snug fit, so that when the spot welding is carried out it is a nice relaxed fit. We then remove the old lip off the tub and cleco the quarter panel back on with the new repair section clamped in place, it is then scribed on the inside. Everything is removed and the tub cut neatly to the line. The section is then welded using TIG, doing small runs and cooling with compressed air as you go. MIG or Oxy welding can also be used as seen in the photos. Once the whole lot



8 This one was done with MIG



10

All repairs sealed up with PPG epoxy urethane primer

THE SECTION IS THEN WELDED USING TIG, DOING SMALL RUNS AND COOLING WITH COMPRESSED AIR AS YOU GO

11 Taking shape





12

PPG D8046 hi build primer and trace coat



13

The Yellow Blaze's Coupe rear exposed



14

Same here is the Coolmint Green Coupe

is ground using 40 grit flapper disc it is slapped up with Hammer and dolly and a bit of heat if required.

The whole lot is then sealed using PPG epoxy urethane primer and a skim of filler. My aim is to do the repairs without any visible sign of the repair being done so the filler is purely cosmetic however it makes a nice job of the repair. I then prime and paint with 2k to ensure the rust does not return in the future.

The lower section of the wheel well that we call the dog leg is traditionally non-existent on most coupes but I have seen a coupe that enables us to replicate this area. We will sometimes repair the existing one or fabricate a new piece. It's a complicated piece as you can see and I have made it a few different ways as seen in the photos. At this time I am unaware of any replacement pieces for this section.

The tail light panel is prone to rust across the bottom section and so far I haven't seen a repo panel that is worthy of using on a restoration that demands



15

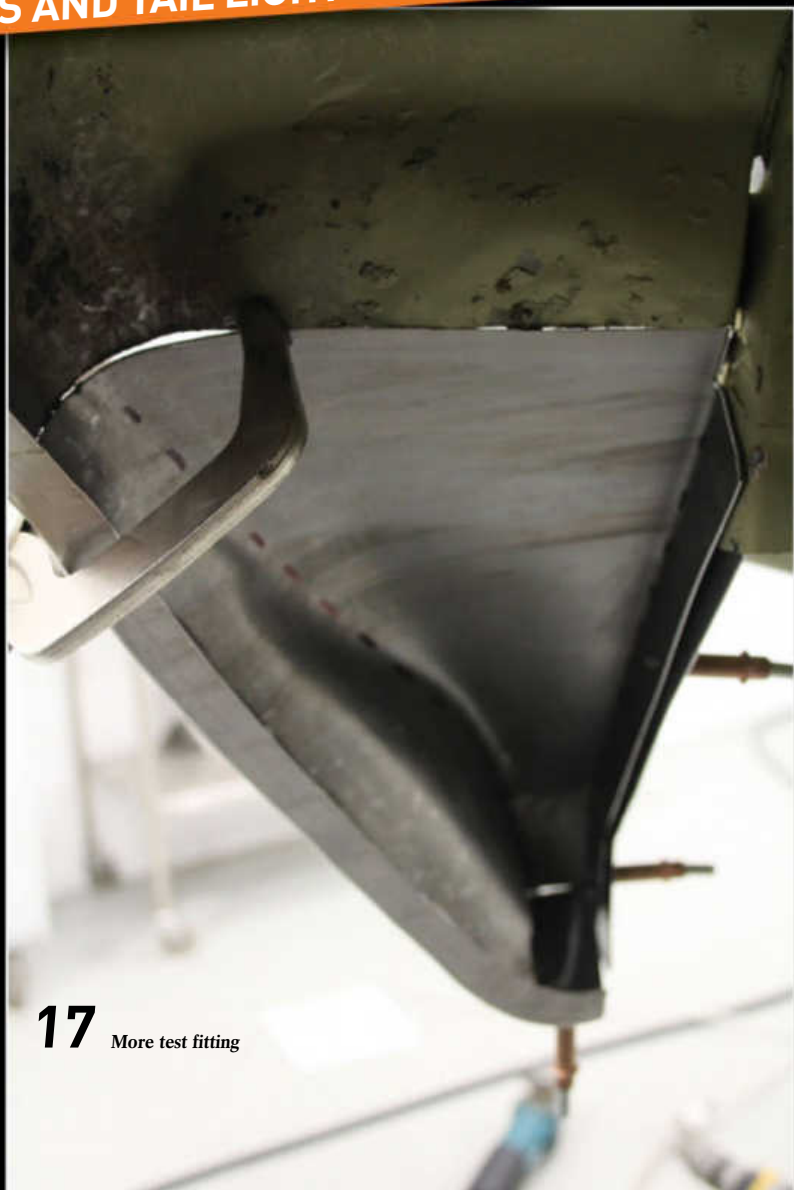
And finally the Blaze Blue Coupe

I HAVE USED PART OF A REPO PANEL TO GET THE REQUIRED REPAIR SECTIONS TO REPAIR THE FACTORY PANEL, MAINTAINING THE CORRECT LOOK OF THE PRESSINGS AND TAIL LIGHT FITMENT



16

Dog leg made in one piece after making cardboard template



17

More test fitting



18 An alternative method when not such bad rust



19 This bottom section is spot welded to the quarter panel



20 The finished section with new inner panel



21 Utilizing the bottom of a rust repair panel to repair the original as it has better pressing shape than repo panels



22 Others just needed a few sections



23 This area is critical for a good factory finish

24 Piece by piece



25 A rust repair section along the boot rubber area tig welded in

authentic appearance. In the photos for this article I have used part of a repo panel to get the required repair sections to repair the factory panel, maintaining the correct look of the pressings and tail light fitment. One again the panel is repaired and sealed prior to being spot welded back onto the shell.

That covers these areas and I will be doing the boot rubber area and final assembly of the quarters in the next edition.

“Failure is simply an opportunity to begin again, this time more intelligently.” Henry Ford

Hope this helps with your repairs ■



26 Trial fitting



27

Skim of filler a lot easier before it get welded back on



28

More Epoxy



29 Spot welding the panel back in place



30

The finished area ready for quarters to go back on

SOURCE:

HOWARD ASTILL

Astill Design



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CUSTOM PISTONS

BY FERGUS OGILVY

STEERING THROUGH THE PERILS OF CLOSE TOLERANCES

Gibtec Pistons, who is based in Denver, Colorado, is a new name in competition piston-making. But the company leaders are no apprentices to the craft.

Nick Plantus, one of the founding partners of the Michigan-based Diamond Racing in 1968 has now joined his colleague, Rob Giebas, who also served around twenty years with the same acclaimed Detroit operation.

Now specializing in the creation of custom billet pistons, Giebas' background is particularly well suited to its complexities, having devoted a decade to development programs for NHRA Pro Stock teams.

Any experienced racing man knows that the components of a successful race car should be compatible—all working in concert. But this formula is never more critical than with engine builders. Professional race engine builders are profoundly aware of how engine parts affect one another and have to be developed as an efficient group. For them,

the key to successful race engine building lies in maximizing a power plant's performance by creating a combination of components that complement each other.

In most cases, developing complimentary components requires modifying readily available parts or creating custom ones. Off-the-shelf engine components are often acceptable to builders seeking modest performance gains, but they are hopelessly inadequate when summoned to generate significant power.

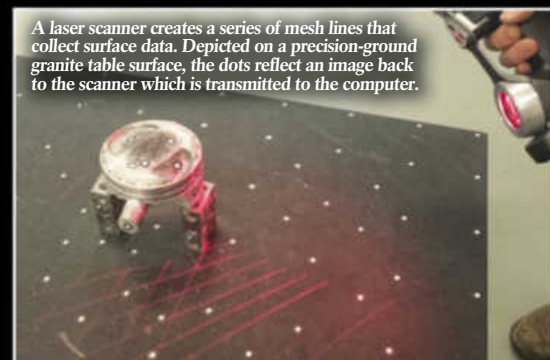
Nonetheless, whether off-the-shelf or custom, a change to one component requires changes to the others. As a basic example: any modification to the combustion chamber usually necessitates changes to the piston crown if for no other reason than to achieve the desired compression ratio.

When increasing compression ratios the whole combustion event accelerates. Thus, astute engine builders might decide to open the exhaust valve earlier. If they do, it is likely they will also reduce its size, permitting the use of a larger

intake valve. In such cases the new piston crown needs careful redesign, accommodating changes in valve pockets and pocket depths to ensure adequate valve clearances. Other key characteristics include total combustion chamber volume (cc's) and flame travel around the dome.

In the recent past, builders would accomplish these changes by modifying pistons by hand. But today's digitizing and manufacturing technologies enable the modern piston maker to rapidly create custom piston designs that duplicate most combustion chamber shapes.

A laser scanner creates a series of mesh lines that collect surface data. Depicted on a precision-ground granite table surface, the dots reflect an image back to the scanner which is transmitted to the computer.



LASER SCANNING TECHNOLOGY ENABLES RAPID DESIGN AND CUSTOM MACHINING

This leads us to the laser scanner, which has a primary influence over the custom billet-piston process, capturing precise shapes, engendering remarkable swiftness and contributing unerring versatility. Accordingly, the scanner is used not only to reverse engineer the concave surface of a combustion chamber, but also to scan a combustion chamber mold or an actual piston. Access to any one of these three essential components enables the piston maker to efficiently create new custom billet-piston designs. Notably, when actual pistons are sent to be modified, after laser scanning they are modified to the engine builder's modifications in a computer program called Works.

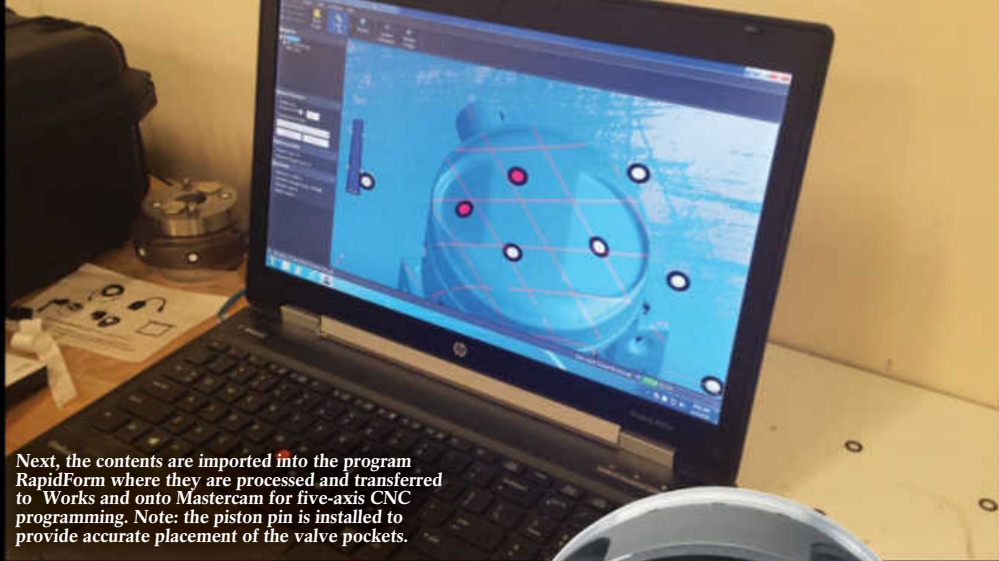
The bulk of Gibtec's laser scanning is performed on a precision-ground granite surface table for accuracy. Compact scanning units capture three separate images of the object (combustion chamber, chamber mold or existing piston) and RapidForm software is used to accurately stitch the images together, creating a 3D mesh model. Total scanning time is approximately 20 minutes.

Other key factors that define the unique character of some of today's racing billet pistons are surface coatings, skinny piston rings and, above all, the secondary ring cut. From the beginning, an in-house coating facility was established at Gibtec, essentially to offer ceramic crown and molybdenum skirt coatings. Baked on for an hour at around 300 degrees Fahrenheit, the former deflects the heat from the crown; the latter reduces friction and scuffing on the skirts.

SKINNY RINGS

Regarding piston rings, Gibtec commonly employs 0.043in ring grooves for conventional 24-degree big-block Chevrolet drag race pistons. But at the other end of the spectrum, particularly in NHRA Pro Stock and Comp Eliminator, they prepare ring grooves to accept compression rings of 0.6mm (0.023in), 0.7mm (0.027in) or 0.8mm (0.031in). Generating a mere 0.5 – 0.7 pounds force of tension, these special light rings have little capacity to scrape away oil and, therefore, cylinder walls are honed to specific bore finishes appropriate for their use.

Although piston sets are usually within half a gram of each other, their singularly most important feature is the application of a secondary ring cut. This, according to Robbie Giebas, "transforms the race piston." Clearly, the objective is to achieve optimum ring seal and the best way to obtain it is by machining maximum flatness in the top ring



Next, the contents are imported into the program RapidForm where they are processed and transferred to Works and onto Mastercam for five-axis CNC programming. Note: the piston pin is installed to provide accurate placement of the valve pockets.

The inboard piston is distinguished from the full-round style by its lack of continuous skirt. When produced competently in billet, its stability defends against rocking in the bore, thus maintaining better ring seal.



WHETHER OFF-THE-SHELF OR CUSTOM, A CHANGE TO ONE COMPONENT REQUIRES CHANGES TO THE OTHERS

groove and, critically, combining it with the finest surface finish. This they accomplish with their secondary ring cut formula and tellingly, "It is the last machining operation on the piston," confirms Giebas.

On-the-shelf, Gibtec offers a significant diversity of piston rings, including the AP coated stainless steel variants, as well as tool steel piston pins (H13 and M2) and a wide variety of big-block Chevrolet drag race pistons. Prepared for both nitrous and naturally aspirated engines, these pistons are usually of the full, round style.

Though a competition nitrous piston is visually indistinguishable to its naturally aspirated counterpart, the essential differences between the two are material type; the thicknesses of the crown, wall, skirt, and piston pin; the provision of gas ports; the depth of the top ring land, and the materials of which the top ring and oil control rings are made.

Finally, perhaps the biggest aid to engine builders engaged in new piston designs is Gibtec's ability to help. They'll alert the builder to any areas that appear problematic, recommending regions that may require more material and others less. ■

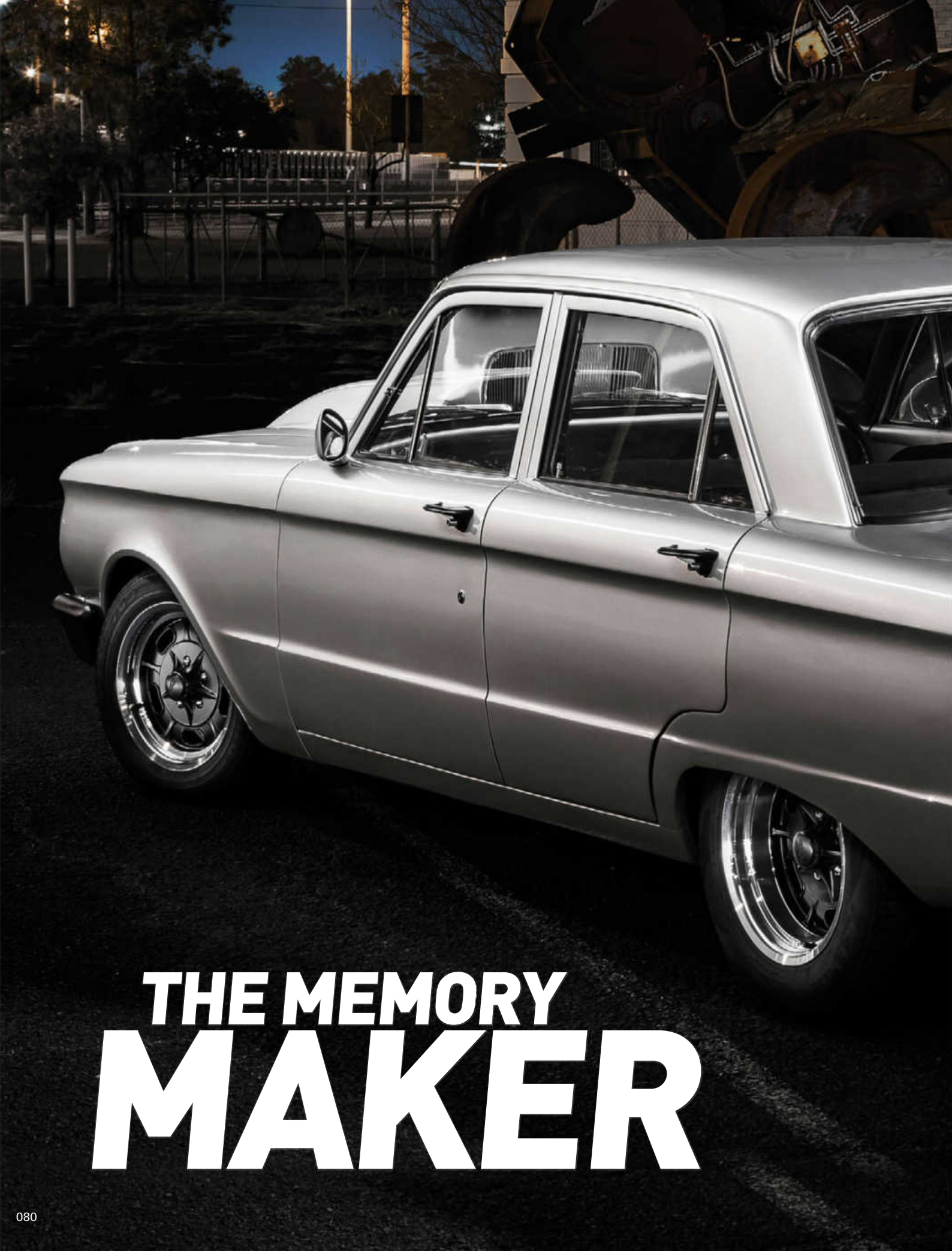


"Using the secondary ring cut formula," says Robbie Giebas, "transforms the race piston." The technique is introduced as the last machining operation and it guarantees a flat surface and a very fine surface finish.

SOURCE:

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THE MEMORY MAKER



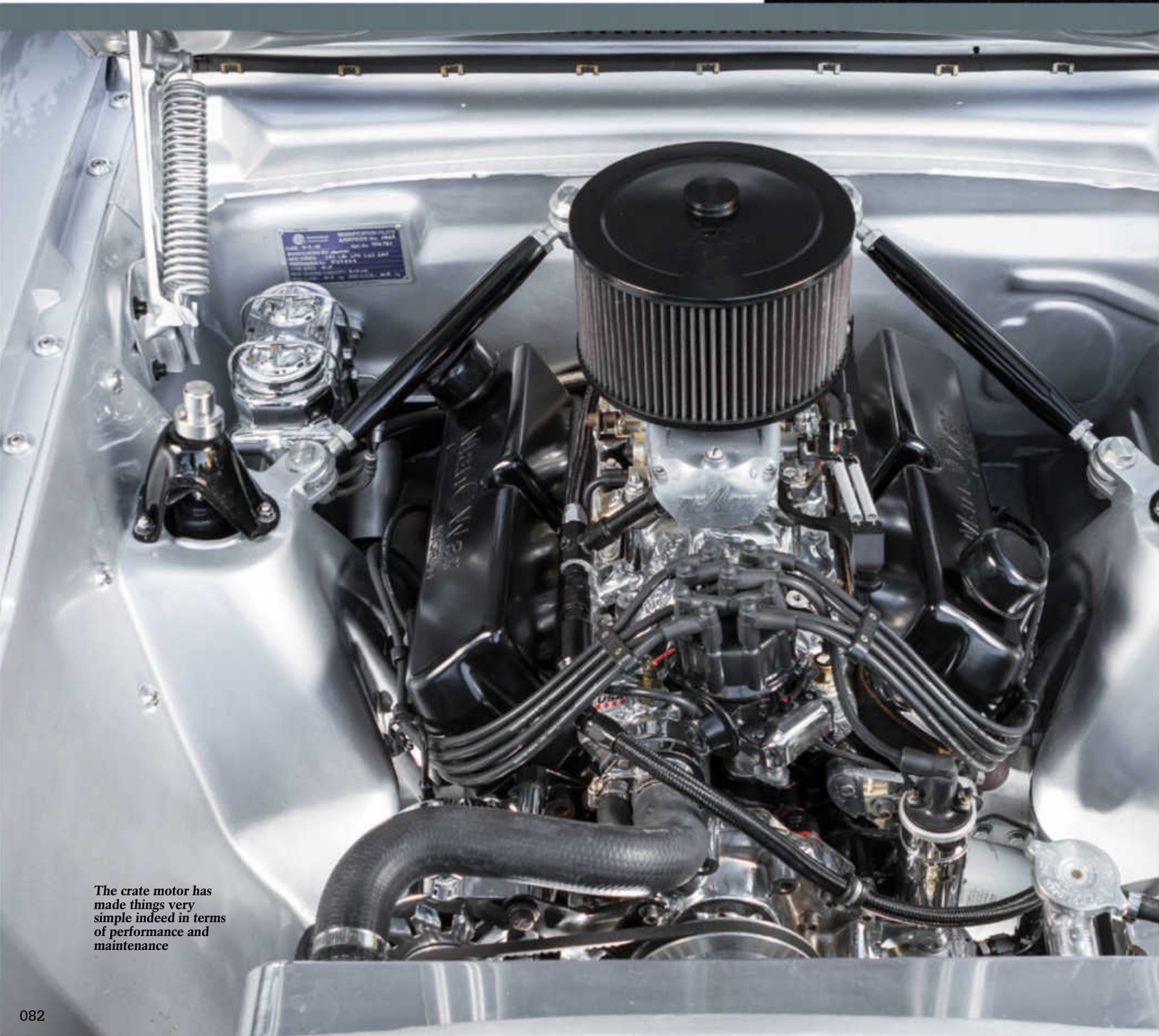
BOUGHT AS-IS, ALL THAT REMAINS NOW IS TO
CRUISE THE TAIL OFF THIS FALCON CLASSIC

PICS: BEN HOSKING

While most of us are swept away by the big-buck Falcon models, cases like the example pictured can tend to blend into the background, but you have to ask, why? The second-gen Falcon saw many a great thing, and not just better suspension overall. It was the start of Ford's many victories at Bathurst and the beginning of the 'Mustang bred' promo campaign. New engines and trim arrived that appealed to buyers, the model starting to cement itself as truly Australian. A breath of fresh air was here, and it still is today in a saturated muscle-car market.

Andrew (37) purchased the Falcon in the middle of this year gone by as-is. "I have always liked old Falcons," Andrew told us, the family connection strong and the classic lines appealing to our man from an early age.

The 302 the car is now fitted with came as a crate motor, which not only made things very simple for the install but should also offer reliability for a long time to come. To cope with the hotter climate over here in our browned southern land, an Aussie Desert Coolers radiator was added along with a K&N. Power is unknown, but for Andrew's it's enough to get into trouble. Fuel prices weren't much



The crate motor has made things very simple indeed in terms of performance and maintenance



**FUEL PRICES WEREN'T
MUCH OF A CONCERN
BACK IN 1966**

of a concern back in 1966, this latest incarnation of the Windsor remaining something of a dino juice guzzler, but hey, it's all part of the fun of owning a classic muscler. The exhaust runs Castle headers into a twin 2.5in system that makes all the right music underfoot.

Andrew built the car for one purpose: cruising. Although he's only owned it a few short months, he's wasted no time getting it out there and hitting the streets. What do people think of it? Precisely what you'd expect, but it's perhaps the spectrum of age appeal that's most surprising, from kids barely out of nappies to old pops who grew up with the model raising a thumb. People of every variety love the old girl.



1966 FALCON

Andrew bought the car precisely as is. It was exactly as it looks now and a rather smart way to play the second-hand game—letting someone else do the hard resto work, that is. For Andrew, it's just simply a case of enjoying it now.

The interior, too, has come in for a lot of work, including a billet steering wheel and re-trimmed seats, headlining and trims given the old stuff was looking a little snakeskin-like. All new gauges and instrumentation complete was it a perfect modern twist on the classic Falcon fare.



This is exactly how the car was when Andrew bought it just a few short months ago

It's all been revised inside to keep the car in line with modern comfort levels





ALTHOUGH ANDREW'S ONLY OWNED IT A FEW SHORT MONTHS, HE'S WASTED NO TIME GETTING IT OUT THERE AND HITTING THE STREETS



FORD FACTS

OWNER:

Andrew Stothard

VEHICLE:

1966 Ford Falcon

PAINT:

N/A

STYLING:

Moulded reverse cowl

ENGINE:

302ci Windsor eight-cylinder crate motor

ENGINE MODS:

Aussie Desert Coolers radiator, Demon 750cfm carbie, K&N air filter, Summit Street-Strip 8.5mm leads

POWER:

N/A

EXHAUST:

Mild-steel Castle headers (four-into-one), twin 2.5in exhaust system with Hurricane mufflers

TRANSMISSION:

C4 three-speed gearbox, 2500rpm stall convertor

DIFF:

Centura diff

SUSPENSION:

Standard

BRAKES:

XF Falcon front rotors with HQ Monaro calipers, drum XF rear, remote power booster

WHEELS/TYRES:

15x6in front and 15x8in rear Igniter wheels with polished outers, 185/65 front and 235/60 rear tyres

INTERIOR:

Billet steering wheel, re-covered front and rear seats, custom door trims, black velour headlining, all Dolphin gauges for dash, Auto Meter Sport Comp tachometer, oil pressure, temp and fuel level gauges

TUNES:

Currently updating

ANYTHING ELSE:

Battery relocated to boot

COST:

N/A

"I HAVE ALWAYS LIKED OLD FALCONS"

Of course, you don't buy a Falcon like this expecting its value to soar like certain models. It's just not going to happen. Rather, you drive it because you love it, and that Andrew does. He's not only snagged himself a piece of Aussie motoring history, but an absolute bargain in the performance factor, too.

From here Andrew is working on updating the stereo situation and also looking at taking the power output to the next level with a full-blown supercharger set-up. Suffice to say, we'll be keeping our eagle eye on progress. ■



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A WORK



460CI F100

TEXT AND PHOTOS BY JOE GREEVES

FOUR YEARS IN THE
BUILD AND IT WAS
WORTH EVERY PENNY...

K OF ART

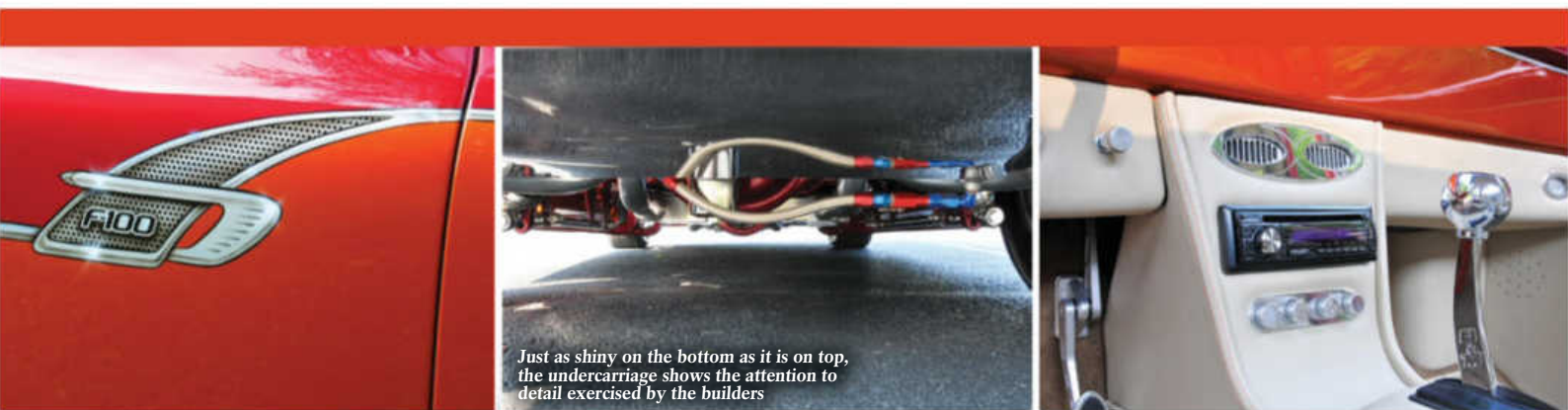
Like most things in life, the more you do something, the better you get at it. And, when you're already bringing lots of skills to the project, the results get that much better. That's the case with Art Walters from Bumpass, VA. Art is a retired mechanical engineer who happens to love vintage Ford trucks. His first '53 F-100 and his second '54 served as stepping stones for his current '53 F-100, the best one yet. Motivation is always the beginning of great art and Walters got his at one of the biggest F-100 events in the United States, the annual F-100 Supernationals held in Tennessee. With more than 700 of the country's finest trucks on display, it becomes an idea

source that automatically gets the creative juices flowing. After attending the event for the first time in 1992, Art knew that he would have to build one of his own. His first two examples were great fun but this latest is an artistic triumph.

Art found the truck in Rochester, New York where the previous owner was in the process of making the old '53 into a drag truck. In fairly good condition, it was already equipped with a boxed frame, TCI front suspension, TCI four link rear, and 460 big block. Once he had the truck stored in his garage, Art began devising a comprehensive plan, listing each of the modifications necessary to create his dream truck. Once his direction was established, he began the search for the

perfect builder, since many of his ideas were far beyond his own fabrication skills. As luck would have it, he found Eric "Smiley" Smith from Coachworks in Louisa, Virginia, an experienced fabricator who took on the task of creating Art's ultimate show winner.

Everything starts with a firm foundation and the chassis, even though it had been previously modified, needed some work. Eric repositioned the front suspension rearward in the frame and adjusted the 4-link until it was plumb with the chassis rails. Drive shaft loops were added for safety along with an X-member, custom transmission cross member, rear sway bar, and 20-gallon tank. The rear axle is a Ford 9-inch with 3.25 gears, Truetrac



Just as shiny on the bottom as it is on top, the undercarriage shows the attention to detail exercised by the builders

The painted-to-match engine room reflects the exterior colours and showcases the 460 CID Cobra Jet V-8. Bright work was added in the form of a ceramic chrome Edelbrock intake, Concept One pulley system, and the stainless steel shroud on the aluminium cross flow radiator that holds a pair of 13-inch SPAL fans





That just right stance comes from the combination of 17 and 18 inch wheels, along with modern suspension upgrades and adjustable Aldan coil overs. The pancaked hood and tucked in bumpers create a lighter look to the front end

**WORKING
TOGETHER,
ART AND ERIC
SPENT FOUR
YEARS CREATING
THIS AMAZING
EXAMPLE OF
BLUE OVAL
ARTISTRY**

limited slip differential, and 31-spline axles, assembled by Trans Product in Kentucky. Already an awesome power plant, the 460 Cobra Jet big block crate motor under the hood was fitted with a 770 cfm Holley on an Edelbrock intake, forged factory internals, and Sanderson 2.5 inch headers feeding Flowmaster mufflers. The combination of dual SPAL fans and a heavy duty, cross flow aluminium radiator keeps everything cool while the tilt forward hood gives spectators a great

view of the changes. The estimated 500hp is transmitted through an Art Carr C-6 three-speed automatic with 2400 RPM stall speed. Once all the mechanicals were in place, show truck accents were added to the motor like the Concept One pulleys, custom painted aluminium valve covers and air cleaner, chrome alternator, and stainless steel flexible hoses.

Body mods were next, rejuvenating the vintage sheet metal with new rocker panels, cab corners, and a smoothed firewall. The

original grille was retained but the front bumper was cut and moved closer to the body. The boxy profile of the F-100 was transformed, thanks to the pancaked hood, now two inches lower than stock and the more aggressive look in the rear from the 3-inch wider fenders. Smith created new running boards that flowed smoothly between front and rear. Door handles were shaved and a third brake light cut into the cab. The original bed was not salvageable so a new Dan Carpenter bed was added,

complete with a Pro's Pick tonneau cover controlled by a pair of linear actuators.

The cover does a great job of protecting the highly polished oak floor, reflecting a dozen coats of urethane for a foot deep shine. Those one-of-a-kind LED taillights are Art's own design and shine brightly at night. The rear boasts a smooth tailgate, formed roll pan, custom exhaust tips, and trimmed rear bumper snugged in close like the front.

While all the body parts were being readied for primer, work began on the interior and Charlie Roark from Montrose Upholstery in Richmond, Virginia was the artist in charge. Power seats from a 1999 Camry were trimmed to fit below the window line and covered in camel-coloured leather. The new custom centre console and door panels were stitched to match. Art designed the dash, now fitted with three larger bezels for the Classic Instrument gauge package and a smaller, centre bezel for the clock. The extension below the dash holds the Vintage Air vents while the console holds the stereo, A/C controls, and B&M shifter. A Billet Specialties Stiletto wheel, also upholstered in white, turns on an Ididit column.

Everything was ready for the final and the biggest decision on the truck. Since so much of any vehicle's

The aggressive look of the rear comes from the 3-inch wider rear fenders and fat 18 x 10 rear wheels. The Dan Carpenter bed and Pro's Pick tonneau cover add to the truck's smooth lines. Note the custom roll pan and dual exhausts along with the unique, owner-designed taillights

ART FOUND THE TRUCK IN ROCHESTER, NEW YORK WHERE THE PREVIOUS OWNER WAS IN THE PROCESS OF MAKING THE OLD '53 INTO A DRAG TRUCK

The tonneau cover is raised by linear actuators, revealing the highly polished oak planks separated by stainless steel strips. A custom gas filler cap fills the 20-gallon tank



acceptance depends on that first impression, paint colours were vitally important. Art describes it as one of the most difficult decisions during the build process but, as you can see, he got it right. The striking combination of PPG Deltron Sunset Orange & Wineberry guarantees the truck will always catch the show judge's eye. Sterling silver and black lines separate the two shades, then Cobra and F-100 logos were added to the front, back, sides, and motor by air brush artist, Ed Webster. The interior, bed, and engine room were also painted to match.

Working together, Art and Eric spent four years creating this amazing example of Blue Oval artistry. Returning to the F-100 Supnationals this summer, Art emerged triumphant, winning the Best of Show award over more than 700 other trucks at the event. Art and his wife Ann plan to keep the completed truck as a show vehicle for a while, then when the trophy case is full, they intend to drive and enjoy their rejuvenated '53 for a long time to come. ■

FORD FACTS

OWNER:

Ann & Art Walters, Bumpass, Virginia

VEHICLE:

1953 Ford F-100.

PAINT:

PPG Sunset Orange and Wineberry with custom air brushing.

STYLING:

Tilt forward pancaked hood, 3-inch wider fenders, shaved door handles, third brake light, Dan Carpenter bed, roll pan, custom exhaust tips, unique LED taillights, Pro's Pick tonneau, trimmed front and rear bumpers.

ENGINE:

460 Cobra Jet big block

ENGINE MODS:

Holley 770 carb, Edelbrock ceramic chrome intake, forged factory internals, Ford Duraspark ignition, MSD 6AL, Master Blaster coil.

POWER:

500 hp plus

EXHAUST:

Sanderson ceramic coated, 1 7/8 inch headers feeding ceramic coated, 40-series Flowmasters

GEARBOX:

Art Carr C-6 three-speed automatic with 2400 RPM stall speed.

DIFF:

The axle is a Ford 9-inch, with 3.25 gears, Truetrac limited slip differential, and 31-spline axles

SUSPENSION:

TCI independent front suspension with adjustable Aldan coilovers and 2-inch dropped spindles. TCI 4-link rear with Panhard bar and adjustable Aldan coilovers

BRAKES:

Wilwood 11 inch, 4-caliper, polished disk brakes

WHEELS/TYRES:

Coys 17 x 8 inch rims with 235/55-R17 Hankook tyres up front, Coys

18 x 10 inch rims with 275/55-R18 Hankook tyres in the rear.

INTERIOR:

Custom dashboard with Classic Instruments, centre console, Toyota Camry buckets in camel-coloured leather with embroidered logo, ididit column with Billet Specialties Stiletto steering wheel, Vintage Air

TUNES:

Kenwood four speaker stereo.

BUCKS:

Budget busted half way through the build but worth it. Stopped counting.

WHO'S RESPONSIBLE:

Sy Miller and Diane of mid Fifty's Parts, Charlie Roark and Ed Carter from Montrose Upholstery, airbrush artist Ed Webster, and especially fabricator Eric Smith for their talent and assistance in creating this rolling work of Art.

THE BOXY PROFILE OF THE F-100 WAS TRANSFORMED, THANKS TO THE PANCAKED HOOD, NOW TWO INCHES LOWER THAN STOCK





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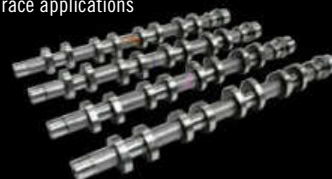
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